



**NATIONAL RAILROAD PASSENGER CORPORATION
NORTHEAST CORRIDOR
BOSTON - NEW YORK
SUMMARY BULLETIN ORDER No. BNY1-23SUM
Effective 12:01 AM, Monday, December 1, 2025**



Northeast Corridor General Order: 103 effective November 3, 2025

Boston – New York Bulletin Order(s) in effect: BNY1-23SUM

INDEX OF RULE / SI CHANGES OR MODIFICATIONS CONTAINED IN THIS BULLETIN ORDER

The date in an item heading indicates the date of the most recent change to the information contained in that section of the BO “*” indicates that the item was not carried in a previous Bulletin Order “PC” indicates a physical characteristic change.

When a change is made via Bulletin/General Order (New, Modified, or Deleted):

- The italicized font explains what the changes are (*New, Modified, or Deleted*)
- The yellow highlights indicate where the changes are
- Once the changes are effective, the yellow highlights are removed when added to the summary bulletin order.

If you have any questions or suggestions, contact Operating Practices at operatingpractices@amtrak.com.

NOTE: This index does not relieve employees from reading, understanding and complying with all Bulletin Order items.

I. Train Schedule Changes and/or Additions.....	2
II. Main Line: New Haven to Boston (NHB)	2
A. PC: Boston – South Station 07/29/24.....	2
B. PC: Tracks Out of Service (Transfer and Read) 08/02/25	2
C. PC: Signals between Forest and Transfer Removed from Service 08/29/25	2
D. PC: Readville Station Platforms Out of Service 08/02/25.....	2
E. PC: Read Int 10/06/25.....	2
F. PC: Ruggles Street Station - Station Platform Out of Service 10/03/22	3
G. PC: Attleboro Station - Station Platforms Out of Service - MP 196.9 09/01/25.....	3
H. PC: South Attleboro Station - Station Platforms Out of Service 05/20/24	3
I. *PC: Conn- MP 106.89- Signal Relocation 12/06/25.....	4
J. PC: Temporary Construction Crossing MP 228 11/06/23	4
K. Station Page 08/02/25	4
L. 240-B1. Signal Rules and Current of Traffic 08/05/25	4
III. New York Terminal District (NYT).....	4
A. PC: Tracks Out of Service (F and Harold Int) 07/02/25.....	4
B. PC: Tracks Out of Service (Penn Station) 09/25/17	5
C. PC: New York Penn Station – Station Platforms Out of Service	5
D. PC: Sunnyside Yard 11/03/25.....	5
E. PC: JO and F Interlocking East River Tunnel Rehab (Line 2) 07/07/25.....	5
F. Station Page 07/02/25	6
G. 37-T1. Passenger Trains and Freight Trains Maximum Speeds and Speed Restrictions, Unless Otherwise Restricted 07/02/25.....	6
H. *40-T1. Engine and Equipment Restrictions 12/01/25.....	7
I. 104-T3. Sunnyside Yard - Movement Restrictions 10/06/25	7
J. 277-T3. Harold Interlocking 10/10/25	7
IV. Mainline: Harold to CP 216 (NYS)	7
A. PC: Temporary Construction Crossings for MW use 07/01/24.....	7
V. Main Line: Mill River to Springfield (MRS).....	7
A. PC: New Switch Installation (MP 48.6) 11/17/25	7
B. PC: Temporary Station Platforms site of future Windsor Locks Station MP 48.7 09/27/25.....	7
C. PC: Construction Crossings at MP 48.8 and MP 60.1 06/26/23	7

VI. Main Line: Dorchester Branch (DB)	8
VII. Main Line: Middleboro (MM)	8
VIII. System Instructions	8
A. NEC Timetable No. 1 - General Order No. 103 11/03/25	8
B. Electrical Operating Rules and Instructions AMT-2	8
C. *Air Brake, Equipment and Train Handling Rules and Instructions AMT-3: Changes, Additions 12/01/25	9
D. 37-S1. Speed Table 11/03/25	24
E. 37-S5. Engines & Equipment: Maximum Speeds, Unless Otherwise Restricted; Dimensions 11/03/25	24
F. 133-S1. Protection Of Out-Of-Service Tracks 11/05/25	25
IX. Speed Table for Reference 01/02/23	26
X. PTC Rule Review-FAQs 11/06/23	28
XI. PTC Rule Review for Locomotive PTC Failure Handling -FAQs 12/06/21	30

I. Train Schedule Changes and/or Additions

See current BOSNY Employee Train Schedule Bulletin (ETSB.)

Please refer to your area ETSB for train schedule effective dates.

II. Main Line: New Haven to Boston (NHB)

A. PC: Boston – South Station **07/29/24**

1. Track 13

a) Station Platform Out of Service

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out-of-service portion of the station platform.

All trains boarding on Trk No. 13 will be accessible only on the North side of the platform, closest to Trk No. 12. The South side will be out of service as part of the construction zone.

b) AC Electrical Operation

The overhead catenary has been removed in its entirety on Trk No. 13. AC Operations are prohibited until further notice.

B. PC: Tracks Out of Service (Transfer and Read) **08/02/25**

No. 3 Track is out of service between Transfer and Read.

C. PC: Signals between Forest and Transfer Removed from Service **08/29/25**

- Automatic Sig (No. 2218-1) governing eastbound movement on No. 1 Trk is removed from service.
- Automatic Sig (No. 2217-1) governing westbound movement on No. 1 Trk is removed from service.
- Automatic Sig (No. 2217-2) governing westbound movement on No. 2 Trk is removed from service.

D. PC: Readville Station Platforms Out of Service **08/02/25**

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors with the out-of-service portion of the station platform.

Temporary high level and low-level platforms are installed for station stops from Trk 1 across Trk 3.

E. PC: Read Int **10/06/25**

1. Switches

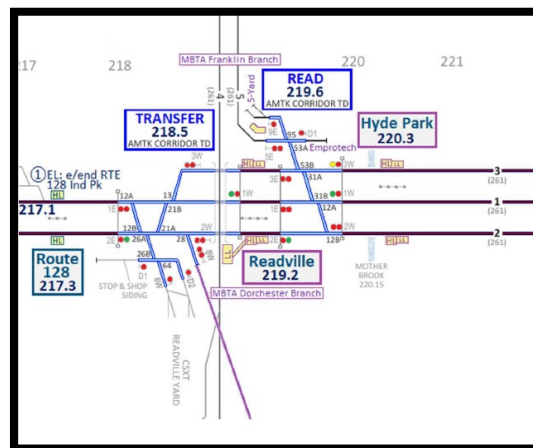
- Sw. No. 31A governing eastbound movement from No. 3 to No. 1 Trk is removed from service. The switch is spiked and wedged in the normal position.
- Sw. No. 31B governing westbound movement from No. 1 to No. 3 Trk is removed from service. The switch is spiked and wedged in the normal position.
- Sw. No. 12A governing eastbound movement from No. 1 to No. 2 Trk is removed from service. The switch is spiked and wedged in the normal position.

- Sw No. 12B governing westbound movement from No. 2 to No. 1 Trk is removed from service. The switch is spiked and wedged in the normal position.

2. Signals

- Sig (No. 1E) governing eastbound movement on No. 1 Trk is removed from service.
- Sig (No. 1W) governing westbound movement on No. 1 Trk is removed from service.
- Sig (No. 2E) governing eastbound movement on No. 2 Trk is removed from service.
- Sig (No. 2W) governing westbound movement on No. 2 Trk is removed from service.
- Sig (No. 3W) governing westbound movement on No. 3 Trk is converted from a three-head signal to a two-head signal. The slow speed-head is out of service and bagged. The signal is capable of displaying the following aspects:
 - Rule 283- Medium Clear
 - Rule 292- Stop Signal

Map for reference use only



F. PC: Ruggles Street Station - Station Platform Out of Service

10/03/22

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out-of-service portion of the station platform.

Due to construction and repair, the east end of the station platform at Ruggles Street Station (MP 226.5) is out of service on tracks 1 and 3 from the east end of the platform to a point 560 feet west of the east end of the platform.

G. PC: Attleboro Station - Station Platforms Out of Service - MP 196.9

09/01/25

1. Track 1 - 3

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out-of-service portion of the station platform.

The low-level wooden platforms across Track 1 through Track 3 at Attleboro Station are out-of-service.

2. Track 3

The station platform on No. 3 track is returned to service.

The station platform on No. 3 Track at Attleboro Station is open for public use, including all staircases, the ADA Ramp, and the Mini-High Platform.

3. Track 4

09/15/25

The station platform adjacent to No. 4 Track 250' west of the mini-high platform is out of service.

The mini-high platform and partial inbound platform will remain open with no impacts to existing service.

H. PC: South Attleboro Station - Station Platforms Out of Service

05/20/24

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out-of-service portion of the station platform.

Station Platform 2 is out of service. All access to the platform for track 2 has been removed and a track fence has been erected between 1 and 2 track.

I. *PC:

12/06/25

Effective 12:01 AM, Saturday, December 6, 2025

1. The 1W home signal governing westbound movements on No. 1 track has been moved 414 feet west from its current location.
 - a) The signal is capable of displaying the additional aspect of Rule 280a- Clear to the Next Interlocking.
2. The 2W home signal governing westbound movements on No. 2 track has been moved 414 feet west from its current location.

The signal is capable of displaying the additional aspect of Rule 280a- Clear to the Next Interlocking.
3. The 1E home signal governing eastbound movements on No. 1 track has been moved 299 feet east from its current location.
4. The 2E home signal governing eastbound movements on No. 2 track has been moved 299 feet east from its current location.

J. PC: Temporary Construction Crossing MP 228

11/06/23

A temporary construction crossing has been constructed between MP 228, Catenary Pole 140 and MP 228, Catenary Pole 142 on tracks No. 3, 5 and 7 between Cove and Tower 1 for IMCS use.

K. Station Page

08/02/25

The station page is modified. A note is added to Read Int to identify that the Interlocking Rules apply at Read Int to No. 3-5-9 tracks only.

STATIONS		MP	INT	PS	NOTES
READ	R-Corridor TD (Franklin Branch)	219.6	X	...	10
Note 10: Interlocking Rules apply on No. 3, 5, and 9 tracks only.					

L. 240-B1. Signal Rules and Current of Traffic

08/05/25

240-B1 is modified.

A note is added between Transfer & Cove to identify that the Interlocking Rules apply at Read Int to No. 3-5-9 tracks only.

Between Transfer & Cove is now split into two segments: Transfer & Forest and Forest & Cove.

Transfer & Forest is changed from 261 to 562 territory on Nos. 1 & 2 Trks

261: On Trks where Rule 261 is in effect, ABS Rules & CSS Rules 550-561 are in effect for movements in both directions.

562: On tracks where Rule 562 is in effect, Rule 261, ABS Rules, and CSS Rules 550 through 563 (except Rules 554 and 556), are in effect for movements in both directions.

Between	Tracks from South to North				Notes
	4	2	1	3	
Transfer & Forest	...	562	562	261	9, 11
Forest & Cove	...	261	261	261	9
Note 11: Int rules in effect at Read Int for No. 3, 5, and 9 Trks only.					

III. New York Terminal District (NYT)

A. PC: Tracks Out of Service (F and Harold Int)

07/02/25

No. 2 Trk (Line 2 Connecting Track) is out of service between F and Harold Int

B. PC: Tracks Out of Service (Penn Station)**09/25/17****1. Penn Station - Tracks Out of Service**

The tracks listed below are out of service for train movements (except Amtrak work trains and MW equipment) unless authorized by the MW Supervisor (or the Train Dispatcher, when authorized by the MW Supervisor):

a) 1A Track is Out of Service**09/25/17**

1A track is out of service from the west end of No. 1A track to a barricade erected 350 feet east.

Note: Trains operating towards Out of Service Tracks

In the application of NORAC Rule 134 a. "Movements in the Direction of the Out-of-Service Track", Dispatchers (or Operators) must not display signals nor give authority for movements in the direction of an out-of-service track until they have verified that the Engineer is aware of the Bulletin Order item.

C. PC: New York Penn Station – Station Platforms Out of Service

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors with the out-of-service portion of the station platform.

1. Station Platform No. 1**06/19/23**

A portion of the station platform on No. 1 track at Penn Station is out of service. The out-of-service portion is located between the west end of the station platform to a barricade erected 100 feet east.

2. Station Platform No. 3 – 5 & 6 Tracks**03/28/18**

A portion of Platform No. 3 (adjacent to no. 5 & 6 station tracks) is out of service between the west end of the platform and a barricade erected 105 feet east of the west end of platform.

3. Station Platform No. 4 – 7 Track**02/25/19**

A 111-foot section of platform No. 4 (adjacent to No. 7 station track) is out of service between platform barricades erected 153 feet and 264 feet east of the west end of the platform.

4. Station Platform No. 4 – 7 & 8 Tracks**04/22/22**

A 129-foot section of platform No. 4 (adjacent to Nos. 7 & 8 station track) is out of service between the west end of the platform to a barricade erected 129 feet east of the west end of the platform.

5. Station Platform No. 7 – 14 Track**04/22/22**

A 170-foot section of platform No. 7 (adjacent to No. 14 station track) is out of service between the east end of the platform and a construction barricade erected at the easternmost staircase.

D. PC: Sunnyside Yard**11/03/25**

Q&R Switching Stations are added.

1. PC: Body Track 1:

Body Track 1 has new length of 1,078 feet between Q & R Switching Stations.

2. PC: Signal Relocation: R Switching Center

62EA Signal – Moves **47' to the West**. Just East of the East End Cobra Crossing. No aspect changes to the signal.

3. PC: New Switch Installation:

65 Switch – New Install, **125'** from 62EA. The 65 switch will be lined and locked normal to Body Track 1.

E. PC: JO and F Interlocking East River Tunnel Rehab (Line 2)**07/07/25****1. Physical Characteristic Changes****a) JO Int**

- The rail on No. 2 Trk (Line 2 East River Tunnel) 205 feet East of the 548W signal at JO INT is removed and a barricade is erected.

- The interlocking home signal (Sig. No. 508W) governing Westbound movement to Line 2 is removed from service.
- The Switch No. (513) governing Eastbound movement from a portion of JO Int to No. 2 Trk is removed from service.
- The Kelly track has been removed from the 510W to the east end of the rail.

b) F Int

- The rail on No. 2 Trk (Line 2 East River Tunnel) 1948 feet West of the 723 Switch at F INT is removed, and a barricade is erected.
- The interlocking home signal (Sig. No. 708E) governing Eastbound movement from Line 2 Connecting Trk to No. 2 Trk is removed from service.
- The interlocking home signal (Sig. No. 708W) governing Westbound movement to No. 2 Trk is removed from service.
- The interlocking home signal (Sig. No. 716E) governing Eastbound movement to No. 2 Trk, Sub 1-2 Trks is removed from service.
- The interlocking home signal (Sig. No. 716WA) governing Westbound movement to No. 2 Trk is removed from service.
- The Switch No. (707) governing Westbound movement from Line 2 Connecting Trk to No. 2 Trk is removed from service.

F. Station Page

07/02/25

Note 7 is added to reflect that (East River Tunnel No. 2 Trk (Line 2) between JO and F is no longer a track designation.

STATIONS		MP	INT	PS	NOTES
JO	R-PSCC	0.1	X	...	6
F	R-PSCC (Sunnyside Yard) (North Runner Trk) (Sub 1, 2 & 3 Running Trks.) (Loops: "A", 1 & 2 Running Trks.)	3.0	X	...	1, 2, 4, 5
Note 7: No. 2 Trk (Line 2) between JO and F is removed.					

G. 37-T1. Passenger Trains and Freight Trains Maximum Speeds and Speed Restrictions, Unless Otherwise Restricted

07/02/25

37-T1 is modified. Passenger Trains Speeds for No. 2 Trk (Line 2) through East River Tunnels, East River Tunnels & Harold are removed.

PASSENGER TRAINS				
Between/At	Tracks			
	No. 1	No. 2	No. 3	No. 4
West Limits A Int. & East Limits JO & C Ints.				
	All tracks		15	
	*Through East River Tunnels		60	
East River Tunnels & Harold				
	All Tracks		60	

FREIGHT TRAINS				
Between/At	Tracks			
	No. 1	No. 2	No. 3	No. 4
No. 2 Track (Line 2) Between Harold Int and 716WA	10			

H. *40-T1. Engine and Equipment Restrictions

12/01/25

40-T1 is modified. The Eastbound Reroute is modified from Dimension Code 2 to Dimension Code 3.

Locations	Tracks				
	4	3	2	1	Other
Eastbound Reroute	...	...	...	...	3

I. 104-T3. Sunnyside Yard - Movement Restrictions

10/06/25

Q & R Switching Centers and T & Loop are now controlled by SECTION S. All mentions of Operator have been replaced with SECTION S.

At most locations in Sunnyside Yard, movement from 2 or more-yard tracks into Q and R Switching Centers are governed by a common signal. At these locations, trains operating from Sunnyside Yard to Q or R must obtain verbal permission from SECTION S before accepting the signal or fouling the switches prior to the signal.

J. 277-T3. Harold Interlocking

10/10/25

277-T3 is modified. The 65E and 55W signals now govern movements on the Eastbound Reroute Track, not the Long Island Freight Track.

1. Eastward Signals

- A white arrow is in service on the eastward Interlocking Signal No. 65E (On the Eastbound Reroute Track 2124 feet east of MP 3.7.)

An Illuminated arrow indicates that the route is lined to the Port Washington Branch.

All Amtrak trains scheduled for the NYS Line must stop clear of the interlocking signal if the arrow is lighted and contact PSCC immediately for instructions.

2. Westward Signals

- A white arrow is in service on the westward interlocking signal (55W Signal) located on the Eastbound Reroute Track.

An illuminated arrow indicates route is lined to Grand Central Terminal Branch.

All trains scheduled for Penn Station New York must stop clear of the interlocking signal if the arrow is lighted and contact PSCC immediately for instructions.

IV. Mainline: Harold to CP 216 (NYS)

A. PC: Temporary Construction Crossings for MW use

07/01/24

New designated construction crossings have been installed between MP 5.1 Gate Interlocking to MP 17 Pelham Lane West.

V. Main Line: Mill River to Springfield (MRS)

A. PC: New Switch Installation (MP 48.6)

11/17/25

No. 12 Switch at MP 48.6 – New Install. The 12 switch will be lined and locked normal to Single Track.

B. PC: Temporary Station Platforms site of future Windsor Locks Station MP 48.7

09/27/25

A temporary Station Platform has been installed at MP 48.7 site of the future Windsor Locks Station, not in service. All freight dimensional moves through this area need to have a 72-hour notice and approval from the Amtrak Clearance for Movement Department.

C. PC: Construction Crossings at MP 48.8 and MP 60.1

06/26/23

Temporary Construction crossings have been constructed at MP 48.8 on the single main and at MP 60.1 on track 1 and track 2 for IMCS use.

VI. Main Line: Dorchester Branch (DB)

No Changes or Additions

VII. Main Line: Middleboro (MM)

No Changes or Additions

VIII. System Instructions

A. NEC Timetable No. 1 - General Order No. 103

11/03/25

Effective 12:01 AM, Monday, November 3, 2025.

Operating Practices will no longer print paper copies of NEC timetables. It will be the responsibility of each department/company to distribute and ensure their employees have the required documents.

NEC Timetable No. 1 (General Order No. 103) will be effective **12:01 AM, Monday, November 3, 2025**. The “Summary of Changes / Highlights Page” and General Order No. 103 electronic versions will be available in the MDCS Comply365 application.

The Summary of Changes is now named the Highlights Page. These page(s) will contain new rules, rule modifications and rule deletions for the General Order & changes issued via Bulletin Order will be “live updated” for Comply365 users.

NEC timetables will no longer be printed and distributed by mail from Amtrak. The timetables will still be produced and distributed by email prior to their effective date and time. Amtrak Employees, Foreign Railroads and Contractors will receive the electronic PDF copy. **It will be the responsibility of each department/company to distribute accordingly to their employees.**

B. Electrical Operating Rules and Instructions AMT-2

1. 1.5 Pantographs

07/14/25

AMT-2 1.507 is modified. NexGen HST is added. “HST Type 2 (Acela 21) power units are electrically connected” is deleted.

1.507 Where two pantographs are located on one unit, they are electrically connected. The pantograph in the UP position energizes the pantograph that is in the DOWN position. When either of the pantographs is in the UP position, both pantographs must be considered energized (LIVE) until such time as the jumpers are physically removed from between the pantographs/cars. Married pair cars have a high voltage bus jumper connecting the pantograph on one unit to the transformer on the second unit. High Speed Trainset (HST) Type 1 power units are considered separate units. NexGen High-Speed Trainset power units are electrically connected.

2. 2.3 Pantograph Operations

07/14/25

AMT-2 2.301 is modified. NextGen HST is added.

2.301 Under normal operation of single or coupled electric locomotives the trailing pantograph must be up on each unit. When a trailing pantograph is defective, it must be down and the lead pantograph must be up. HST Type I must be operated with the pantograph knuckles facing forward on both power cars for the direction of movement. On a HST, when a pantograph with the knuckle facing forward is defective, it will be down and the pantograph with the rearward facing knuckle will be up. On the NextGen HST, under normal operating conditions will operate with one paragraph up on the trailing power, with the knuckle facing forward. Each power car is equipped with one pantograph assembly. Tractive power will be supplied to the lead power car via a roof mounted high voltage link.

3. 2.801 Electric Power Restrictions

07/14/25

AMT-2 2.801 Table 9 is modified. NextGen HST is added.

2.8 Table 9 - ELECTRIC POWER REQUIREMENT RESTRICTIONS

Equipment	Controller Position/Power Effort Must Not Exceed:	Notes
NexGen HST	75% tractive effort	...

4. 3.1 Electric Engine

07/14/25

AMT-2 3.101 is modified. NexGen HST is added.

3.101 E. NextGen High-Speed Trainsets: Pantograph(s) must be down Type 10 automatic couplers must be connected between units allowing for the mechanical, pneumatic, and electrical coupling of two trainsets. 480 VAC cables cannot be applied to the trainset when being towed by a locomotive.

C. *Air Brake, Equipment and Train Handling Rules and Instructions AMT-3: Changes, Additions

12/01/25

1. 1.0 General

a) 1.1 Definitions

09/01/25

The “Car Mover” definition is new and relates to Mechanical and IMCS employees.

CAR MOVER: A road-rail vehicle capable of traveling on both roads and tracks fitted with a coupler(s) for repositioning rolling stock equipment.

The “Switching (Yard) Operations” definition is modified to define the repositioning of equipment and adding “assembling a train”.

SWITCHING (YARD) OPERATIONS: Repositioning equipment; assembling a train, loading, unloading, or servicing; or placing locomotives or cars on tracks for repair or storage. During switching operations, the brake pipe must be charged, except when the brake pipe is defective or damaged.

NOTE: Switching (Yard) Operations is not considered a train movement.

The definitions for High-Speed Train (HST), Non-Powered Control Unit (NPCU) & Push-Pull Trains are new.

High-Speed Train (HST): A train composed of semi-permanently coupled Tier II train passenger equipment.

Non-Powered Control Unit (NPCU): A locomotive without propelling motors but with one or more control stands.

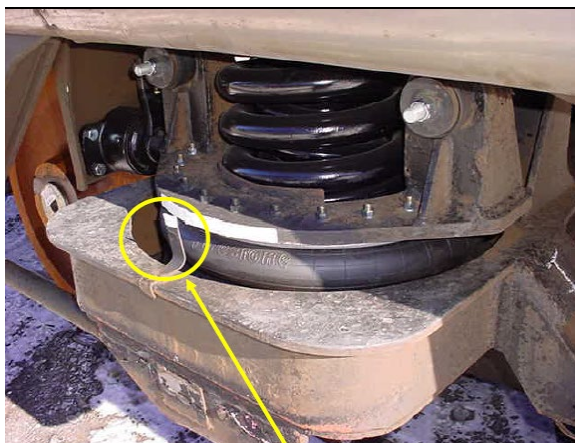
Push-Pull Train: A train that can be operated from either end. Exception: Locomotive consists consisting of only locomotives, and/or HSTs, are not considered Push-Pull trains.

b) 1.5.1 Amfleet Cars – Air Bellows

07/07/25

AMT-3 1.5.13 is modified. The procedures for identifying an over-inflated Air Bellow are identified below.

- (1) When Under-Inflated – No action necessary except to report on EMAP 21-A.
- (2) When Over-Inflated – Speed of train reduced per System General Order and bellows deflated as soon as practicable.
 - (a) An Air Bellow can be identified as being over-inflated when:
 - i. The top of the indicator mounted on the bolster is below the level of the white mark on the spring carrier; or,
 - ii. The top of the indicator mounted on the bolster is below the level of the top of the air bellow.



- (3) Deflating Air Bellows
 - (a) Locate “Air Spring Cutout“ badge plate on car side sill (each end of car).
 - (b) Close both “Air Supply Cocks“ on affected end. (Located near badge plate, have yellow handles, and are tagged.)
 - (c) Open “Deflate Air Spring Valve“. (Located near air spring supply cocks and has a red handle.)
 - (d) After bellows are deflated resume normal speed.
- (4) Cars Not Equipped With “Deflate Air Spring Valve”
 - (a) Locate “Air Spring Cutout“ badge plate on car side sill (each end of car).
 - (b) Close both “Air Supply Cocks“ on affected end. (Located near badge plate, have yellow handles, and are tagged.)
 - (c) Operate at speeds per System General Order to next terminal.
 - (d) Notify Train Dispatcher as soon as possible.

c) 1.5 Equipment – Locomotives, Cars and Other Equipment

(1) 1.5.7 Operation of Dead General Electric Locomotives P32-BWH, P32AC-DM, P-40BH or P-42BH in Lead with a Multiple Unit Consist **11/03/25**

AMT-3 1.5.7 is replaced in its entirety.

P42c reference, instruction for “behavior if HEP is not available” are added.

When operating P42c Control Cars or P32-BWH, P32AC-DM, or P-42BH locomotives that do not have running prime movers - or P32AC-DM locomotives with their prime movers shut down and not in electric mode - HEP must be supplied to that unit from another locomotive. This is accomplished by properly connecting and setting up HEP from a trailing unit in the consist. If the proper HEP connections and settings are not made between the units in the consist, the batteries will discharge, causing the NO BATTERY CHARGE circuit feature to disconnect safety-critical components – e.g., IFD screens, horn, and headlight.

A. Proper HEP arrangement is as follows:

1. Connect all HEP cables between all units in consist.
2. If GE locomotive is trailing unit and will supply HEP:
 - a. HEP Mode Switch – Normal
 - b. HEP Locomotive Position Switch – Trail
3. Lead (Dead) GE unit:
 - a. HEP Mode Switch – Off
 - b. HEP Locomotive Position Switch – Lead
4. After ensuring proper setup and feed of HEP, the battery charge ammeter must be observed for charging, and note that the NO BATTERY CHARGE indicator light is not illuminated.
 - If the NO BATTERY CHARGE light is illuminated after HEP is properly connected and supplied, reset the Battery Connect Pushbutton (BCPB) on the electrical control panel. If the BCPB will not reset and the battery ammeter indicates batteries are not charging, or if the prime mover is unable to be restarted, another lead unit should be added to the consist, or the locomotive consist (if coupled in multiple) will have to be shifted.
 - Pneumatic operation requires all multiple-unit hoses to be coupled for air supply and air brake control of the consist.

NOTE: DO NOT CUT IN THE DEAD ENGINE FEATURE

d) 1.5.13 Damaged/Defective Air Hoses **07/07/25**

AMT-3 1.5.13 is new. If an air hose is damaged or defective and must be replaced, NRPC Form 1918, eMAP21-A/MAP100 must be completed, and the defective hose must be reported to the CNOC Mechanical Desk.

- (1) If an air hose is damaged/defective and must be replaced, follow the steps below:

- (a) After removing the hose, using form NRPC 1918 'Bad Order Equipment', tag the hose as damaged/defective and complete the required information.
- (b) Store the damaged/defective hose in the tools/accessory storage container in the machine room/radiator compartment on the lead locomotive. If the damaged/defective hose was on a car, document on the EMAP 21-A; if the damaged/defective hose was on a locomotive, document on the MAP 100. Note the car/locomotive number and which end of the equipment had the defective hose (A or B end for cars and Front or Rear for locomotives).
- (c) Report the defective hose to the CNOC Mechanical desk.
- (d) Amtrak Mechanical will retrieve the damaged/defective hose from the lead locomotive for analysis during the calendar day inspection.

2. 2.0 Operations

a) 2.1 Locomotives - Non-Complying Condition (Defect) Discovered En Route At Other Than Calendar Day Inspection Point 08/05/24

AMT-3 2.1 has been modified to extend through 2.1.36.

NOTE: For instructions 2.1.1 through 2.1.36, any non-complying condition (defect) discovered en route must be documented per instruction 3.1.15. In addition to particulars noted in instructions 2.1.1 through 2.1.36, crews must comply with the following:

- (1) Locomotive may continue in use to the next Amtrak locomotive repair facility,
- (2) Complete the non-complying tag per instruction 3.1.15,
- (3) Note defect(s) on MAP 100,
- (4) In multiple unit consists or push/pull operations, note on MAP 100 of the lead unit that the non-complying locomotive is in the consist or train,
- (5) Notify the CNOC mechanical desk at 1-800-424-0217 as soon as possible without delaying the train.
 - If applicable, notify the Siemens mechanical desk at CNOC at 1-302-683-2753.
 - If applicable, MARC locomotive issues are to be reported to the Amtrak Commuter Operations Center at 1-202-906-2772.

b) 2.1.36 Locomotive Fire Extinguishers. 08/05/24

AMT-3 2.1.36 is new.

- (1) Verify that each fire extinguisher is securely mounted.
- (2) Visually inspect each fire extinguisher for the following discrepancies:
 - (a) Broken seal,
 - (b) Gauge reading outside the Green Status,
 - (c) Certification Tag within 5 days of Expiration Date,
 - (d) Missing Certification Tag,
 - (e) Illegible Instructions.
- (3) Request the fire extinguisher is replaced by mechanical if any of the above discrepancies exist.

c) 2.6 Locomotives - Locomotive Air Brake and Equipment Set Up 08/04/25

(1) 2.6.6 Complete the following procedure to prevent trapped air in the independent brake system when setting up on units without an MU-2A or a Dual-Ported Cutout Cock:

AMT-3 2.6.6 is modified to include setting up on units without an MU-2A or a Dual Ported Cutout Cock.

- (a) Secure equipment per instruction 2.14, if unattended.
- (b) Make a full service brake reduction with the ABV handle.
- (c) Wait for the air exhaust to stop.
- (d) Place the Independent Brake handle in the "RELEASE" position (**DO NOT ACTUATE BRAKE CYLINDER PRESSURE**)
- (e) Move the brake pipe cutoff pilot switch to the "TEST" position for 10 seconds.

- (f) Move the brake pipe cutoff pilot switch to “TRL” position.
- (g) Move the ABV handle to the “HANDLE OFF” position.
- (h) Ascertain that brake cylinder pressure fully releases on the Push, Double Heading, or In-Train locomotive when train brakes are released. If brake cylinder pressure does not fully release, perform the following from the Push, Double Heading, or In-Train locomotive brake valve:
 - i. Move brake pipe cutoff pilot switch to “TEST” position.
 - ii. Actuate brake cylinder pressure.
 - iii. Return brake pipe cutoff pilot switch to “TRL” position.
- (i) If a locomotive is in Double Headed (Helper) Service or a train consist with no MU cables connected, an employee must immediately take position in the operating control compartment to observe for a locked axle indication.

(2) 2.6.7 Changing Ends Procedure Push-Pull Trains:

08/04/25

AMT-3 2.6.7 is new. This instruction is for when the Push Pull Equipment “changes ends” and the proper order of the procedures must take place.

- (j) Secure equipment per instruction 2.14, if unattended.
- (k) Move the Automatic Brake handle to HANDLE OFF (HO).
- (l) Allow brake pipe pressure to completely deplete to 0 PSI as indicated by the brake pipe pressure gauge.

NOTE: Where equipped, analog and digital brake pipe gauges should both show 0 PSI. If a brake pipe gauge settles at a value above 0 PSI, wait 10 seconds to ensure that the brake pipe is completely exhausted.

- (m) If applied, move the Independent Brake handle to release. If equipped, leave the MU-2A or dual ported cut-out cock in LEAD, DEAD or IN.

NOTE: On NPCUs, where equipped, remove the Independent Brake handle if removable, and store.

- (n) CUT OUT the Automatic Brake by positioning the ABV Cutoff Valve to Out/TRL

NOTE 1: Ensure that there has been no release of brake cylinder pressure during this step.

NOTE 2: On Siemens equipment (ALC-42, SC44, ACS-64) ensure 20 pipe is at 0 PSI.

- (o) Place the reverser in ISOLATE/NEUTRAL and remove the handle.
- (p) Turn the headlight OFF; turn the marker lights ON. Verify that the headlight and auxiliary lights are off and the marker lights are lit. When practical, inspect the train from the ground while walking to the opposite end.
- (q) Ensure that the proper pantograph is raised and visually inspected, if applicable.
- (r) If applicable, insert the Independent Brake Valve handle. Fully apply the Independent Brake. If equipped, ensure the MU-2A or Dual Ported Cutout Cock is cut in (LEAD, DEAD, or IN) and set up as described by Table A.
- (s) Insert the reverser and place it in an active position.
- (t) Move the Automatic Brake handle to RELEASE. Allow Equalizing Reservoir to charge to 110 PSI, then CUT IN the Automatic Brake by positioning the ABV Cutoff Valve to PASS/IN/LEAD and allow system to fully charge.
- (u) Turn marker lights OFF; turn headlight ON.
- (v) Perform required brake tests. Release all handbrakes/parking brakes.

d) 2.7 Locomotives – Sealing of Protective Devices on Locomotives

09/27/25

2.7 is modified. It is no longer required to record the numbers on the MAP 100 form.

e) 2.7.1 Mechanical forces will verify cutouts (switches and cocks) or enclosures for safety devices are properly positioned, then apply seals:

2.7.1 is modified. It is no longer required to record the numbers on the MAP 100 form.

f) 2.7.2 Reserved for Future Use

2.7.2 is deleted and reserved for future use.

(1) 2.10.2 When coupling or uncoupling equipment, care must be taken to prevent injury or damage.

AMT-3 2.10.2 is revised in its entirety. This instruction will standardize and clarify coupling speeds in the Amtrak system.

(w) Coupling must be made at the minimum speed required to complete the coupling, but not exceeding 2 MPH.

(x) Before coupling or uncoupling equipment, all employees and passengers on board must be notified on the PA system of the potential equipment movement.

h) 2.14 Train Make Up – Securing Equipment

08/07/23

The following is added to AMT-3 Instruction 2.14 “Train Make Up – Securing Equipment.”

Equipment to be Secured	On All Tracks
One car	1. Apply hand/parking brake. NOTE: If on a grade and the locomotive is on the downhill side of the car, stretch the slack; if the locomotive is on the uphill side of the car, bunch the slack. 2. Release air brakes on car only. 3. Wait one minute. 4. If car does not move, hand/parking brake is effective. 5. Apply air brakes. 6. For a single car, chock both sides of one truck or one wheel. 7. If hand/parking brake is not effective, chock both sides of one additional truck or wheel. Repeat steps 2-5. 8. If car does not move, chocks are effective.
Two or more cars	1. Apply hand/parking brakes on at least two cars. NOTE: If on a grade and the locomotive is on the downhill side of the cars, stretch the slack; if the locomotive is on the uphill side of the cars, bunch the slack. 2. Release air brakes on cars only. 3. Wait one minute. 4. If cars do not move, hand/parking brakes are effective. 5. Apply air brakes. 6. If hand/parking brakes are not effective, apply more hand/parking brakes on cars. Repeat steps 2-5. 7. If hand/parking brakes are not effective or cannot be tested, chock both sides of one truck or one wheel. Repeat steps 2-5. 8. If cars do not move, chocks are effective.
	On All Tracks
Locomotives (Single Or Multiple)	1. Apply all hand/parking brakes on all locomotives. 2. Fully release the automatic and independent brake, if equipped. Release parking brake on Cab Cars. 3. Wait one minute. 4. If locomotive(s) do not move, the hand/parking brakes are effective; proceed to Step 6. 5. If the hand/parking brake is not effective, chock both sides of one truck or one wheel. Repeat steps 2-4. 6. For a single locomotive, chock both sides of one truck or one wheel. 7. Secure the locomotive consist. a. Make a “Full Service” brake application with the ABV handle. b. Place the independent brake in the “Full Application” position, if equipped. c. Place the throttle / controller in “IDLE” or “OFF” position. d. Place reverser in “NEUTRAL” position and remove, if removable, and place the reverser in the fusee holder, if equipped. e. Place generator field switch/breaker in the “OFF” or “DOWN” position, if equipped. f. Place the isolation switch in the “ISOLATE” position, if equipped.

Equipment to be Secured	On All Tracks
	NOTE: GE P-32BWH, P-40BH, and P-42BH locomotives will be considered isolated when unit is providing "STANDBY HEP".
Locomotives with Cars (Coupled Together)	1. Apply all hand/parking brakes on all locomotives. 2. No less than a total of two hand/parking brakes must be applied (Locomotives + cars = total hand/parking brakes). 3. Fully release the automatic and independent brake, if equipped. Release parking brake on Cab Cars. 4. Wait one minute. 5. If equipment does not move, the hand/parking brakes are effective; proceed to Step 8. 6. If equipment moves, apply the automatic and independent brake, then apply more hand/parking brakes as needed. Repeat steps 3-5. 7. If equipment moves after all hand/parking brakes are applied, apply chocks to one wheel or one truck and to additional wheels as necessary; if equipment does not move proceed to Step 8. 8. Secure the locomotive consist. a. Make a "Full Service" brake application with the ABV handle. b. Place the independent brake in the "Full Application" position, if equipped. c. Place the throttle / controller in "IDLE" or "OFF" position. d. Place the reverser in "NEUTRAL" position and remove, if removable, and place the reverser in the fusee holder, if equipped. e. Place the generator field switch/breaker in the "OFF" or "DOWN" position, if equipped. f. Place the isolation switch in the "ISOLATE" position, if equipped. NOTE: GE P-32BWH, P-40BH, and P-42BH locomotives will be considered isolated when unit is providing "STANDBY HEP".

i) 2.14.5 Securing Equipment Left Unattended

07/14/25

AMT-3 2.14.5 "note" is added. Exceptions for the NextGen HST are added.

NOTE: For the purpose of securing equipment, the NGHST must be left in retention mode. The equipment is considered secured when the controller has been placed into the full service position, the parking brake has been applied, and the parking brake status has been verified on the TOD.

j) 2.15.14 Dynamic Braking

11/21/22

Two notes are added to the end of AMT-3 2.15.14

NOTE: Dynamic Braking must never be solely relied upon to bring a train to a stop.

NOTE: The term "Regenerative Braking" is synonymous with "Dynamic Braking" in the application of AMT-3 instructions.

k) 2.16.4 Slowing or Stopping Using Dynamic Brake

11/21/22

Two notes are added to the end of AMT-3 2.16.4

NOTE: Dynamic Braking must never be solely relied upon to bring a train to a stop.

NOTE: The term "Regenerative Braking" is synonymous with "Dynamic Braking" in the application of AMT-3 instructions.

l) 2.16.5 Slowing or Stopping Using Air Brakes

07/14/25

AMT-3 2.16.5 E, F are modified to add NGHST exceptions.

E. Where conditions permit, slowdowns or stops should be made with not more than 15 psi total automatic brake pipe reduction.

EXCEPTION: NGHST train slowdowns or stops should be made using no greater than Suppression.

F. Leave a minimum 12 psi reduction on train while stopped and independent brake to full application, if equipped.

EXCEPTION: NGHST trains will remain in Suppression while stopped.

m) 2.16.8 Stopping Immediately After Starting

07/14/25

AMT-3 2.16.8 E is modified to add an NGHST exception.

E. Leave a minimum 12 psi reduction on train while stopped, and independent brake to full application.

EXCEPTION: NGHST trains will remain in Suppression while stopped.

3. 2.19.2 En Route Movement Instruction

07/14/25

The following instruction is revised to add a Note: Trains operating with I-ETMS: When changes occur enroute that reduce the number of operative train air brakes to 95% or less, the engineer must modify the I-ETMS Train Type to "Freight" in the Consist message summary information on the I-ETMS CDU screen. Freight train timetable speeds will be enforced by PTC. AMT-3 2.19.2 "note" is modified to add NGHST designation.

- a) When operative brakes become less than 85%, BEFORE PROCEEDING, notify train dispatcher and contact QMP at CNOC mechanical desk for instructions. CNOC may be contacted either directly at 1-800-424-0217 or through the train dispatcher.
 - (1) Trains with 84%-75% operative brakes must comply with QMP instructions but not exceeding one-half the maximum timetable speed or 40 mph whichever is less.
 - (2) Trains with 74%-50% operative brakes must comply with QMP instructions but not exceeding one-half the maximum timetable speed or 20 mph whichever is less.
 - (a) Every effort must be made to increase operative brake percentage above 74% by setting out the defective car(s).
 - (b) If not possible to increase operative brake percentage above 74% by setting out defective car(s):
 - (c) Train may be moved in passenger service to the next location where passengers can be safely detrained.
 - (d) After all passengers are discharged, the equipment will be moved to the nearest location where the necessary repairs can be made.

NOTE: Trains operating with I-ETMS: When changes occur enroute that reduce the number of operative train air brakes to 95% or less, the engineer must modify the I-ETMS Train Type to "Freight" in the Consist message summary information on the I-ETMS CDU screen. Freight train timetable speeds will be enforced by PTC.

- (3) When hand/parking brake is located **INSIDE** equipment, proceed with hand/parking brake manned.

Note: Defective brakes on front or rear semi-permanently attached passenger equipment (i.e., High Speed Trainset, NGHST or rear of Talgo) does not constitute defective brakes on front or rear passenger equipment.

4. 2.19.3 Determining Percent Operative Brakes

07/14/25

AMT-3 2.19.3 "D" is added. Each cut out axle on an NGHST power car counts as 1 cut out axle.

D. Each cut out axle on an NGHST power car counts as 1 cut out axle.

5. 2.19.7 Non-Revenue Movement of Passenger Equipment with Power Brake Defects for Repair

12/04/23

The following instruction is new.

- (1) Passenger equipment containing a power brake defect at the time that a Class I or IA brake test is performed may only be moved after all of the following instructions are complied with:
 - (a) The equipment is moved for purposes of repair without passengers.
 - (b) Operating restrictions based on percent operative power brakes in a train are observed:
 - i. Trains with 84% to 75% operative brakes must comply with QMP instructions but must not exceed one-half the maximum timetable speed or 40 mph, whichever is less.
 - ii. Trains with 74% to 50% operative brakes must comply with QMP instructions but must not exceed one-half the maximum timetable speed or 20 mph, whichever is less.
- (2) Operating restrictions on passenger trains with inoperative power brakes on the front or rear unit are observed:

- (a) *Speed must not exceed 20 mph.*
 - (b) When the hand/parking brake is located inside the equipment, proceed with the hand/parking brake manned.
- NOTE:** Only when necessary, equipment with inoperative brakes may be positioned on the front or rear of the train.
- (3) The passenger equipment is tagged on both sides, and information is recorded in the Amtrak WMS tracking system. The following information is recorded on the tags and in WMS:
- (a) The reporting mark and car or locomotive number;
 - (b) The name of the inspecting railroad;
 - (c) The name of the inspector;
 - (d) The inspection location and date;
 - (e) The nature of each defect;
 - (f) The destination of the equipment where it will be repaired; and
 - (g) The signature, if possible, and the job title of the person reporting the defective condition.

a) *2.21 Train Handling - Yard Service Switching

12/01/25

AMT-3 2.21.1 through 2.21.17 are replaced in their entirety. Car Movers have been added, and procedures have been clarified for switching. "Prior to moving equipment with a car mover the brake pipe, if equipped, must be cut in" is added.

Before moving equipment:

- 2.21.1** Ensure Blue Signal Protection has been removed on the equipment to be moved.
- 2.21.2** Brake pipe must be charged on entire train when switching, except when brake pipe is defective, damaged, or absent.
- 2.21.3** All trucks must be cut-in, except when brake system is defective, damaged, or absent.
- 2.21.4** Ensure hand/parking brakes are released prior to moving equipment.
- 2.21.5** Ensure chocks are removed prior to moving equipment.
- 2.21.6** Perform a Standing Locomotive Brake Test per instruction 3.6, or car mover inspection.
- 2.21.7** Prior to moving equipment with a car mover the brake pipe, if equipped, must be cut in. Ensure brakes apply and release on the last car.
- 2.21.8** Prior to uncoupling equipment, disconnect all cables, chains, and curtains between equipment that is to be uncoupled.
- 2.21.9** Prior to moving equipment, crews must ensure that all cables and air hoses have been disconnected from ground power and ground air sources.

When moving, coupling and uncoupling equipment:

- 2.21.10** Before placing car(s) in a track, determine if there is sufficient room to hold the car(s).
- 2.21.11** Watch for close clearance. Stop movement if unsure whether equipment will clear.
- 2.21.12** Before coupling to standing equipment, verify that equipment is properly secured per instruction 2.14 to prevent rolling if coupling is not made. Chocks must not be removed until coupling is made.
- 2.21.13** When possible, cars must be uncoupled on straight track instead of curves or in turnouts.
- 2.21.14** When coupling equipment, especially in curves and turnouts, ensure that couplers are properly positioned to prevent damage.
- 2.21.15** A safety stop must be made (approximately 50 feet) just prior to coupling to any equipment. A safety stop is not required when distance between standing equipment is less than 50 feet.
- 2.21.16** When switching, equipment must not be placed in the foul until switch / switches are properly aligned.
- 2.21.17** After coupling equipment, the train must be double stretched to ensure a successful coupling has been made.
- 2.21.18** In the event the equipment does not couple as intended, uncouple, and inspect both couplers. Open and close each knuckle to check for lock drop and engagement, free of binding. Attempt to couple

equipment again and if another failed coupling occurs, equipment must be moved to a repair or servicing track for proper repair.

2.21.19 Secure unattended equipment per instruction 2.14.

2.21.20 Once the train is assembled and switching is complete, the requirements of instruction 1.5.5 Coupler Locking Pins apply.

6. 3.0 Equipment Inspections / Brake Tests

12/01/25

a) 3.1 Locomotives – Employee Responsibility – Locomotive Inspection, Testing and Documentation

b) *3.1.2 Determining Level of Fuel on Diesel Locomotives

AMT-3 3.1.2 B. is changed from “OR” to “AND”, requiring the fuel sight glasses to be observed.

B. Without delay to the train and when safe conditions exist, observe the fuel sight glasses, fuel gauge **AND** fuel monitor to determine if sufficient fuel exists to reach final terminal or next scheduled fueling point. After determining fuel level, note on the back of the MAP 100 of each unit the total gallons, location, date and time.

c) 3.1.3 Locomotive Calendar Day Inspection Requirement

3.1.3 b) is modified. MAP 100 information will be entered in the “Supervisor/QMP/Locomotive Engineer Verifying All Work Completed and Approving Unit for Service” section. Letter G is added. A note is added.

NOTE: This instruction also applies to non-complying locomotives.

- (1) The date on which a locomotive(s) receives the last calendar day inspection and test will be determined by the MAP 100 information entered in the “Supervisor/QMP/Locomotive Engineer Verifying All Work Completed and Approving Unit For Service” section. The information of the previous calendar day inspection in accordance with 49 CFR 229 will be entered in the “Previous Calendar Day Inspection” box in the top right corner of the MAP 100.
- (2) The Daily Mechanical inspections, Locomotive Calendar Day Air Brake Test, and Train Control Systems Daily Departure Tests are not considered complete until the Supervisor/QMP/Locomotive Engineer approves and signs the signature block in the “Supervisor/QMP/Locomotive Engineer Verifying All Work Completed and Approving Unit For Service” section. This timestamp will start the clock for the locomotive’s inspections.

d) 3.1.11 Reserved for Future Use

3.1.11 is deleted and reserved for future use.

NOTE: For a Mechanical Inspection and Air Brake Test to remain valid, the locomotive must be used within 72 hours from its inspection time.

e) 3.2 Locomotives – Locomotive Calendar Day Inspection Procedure When Performed by Engineer

09/27/25

AMT-3 3.2 has been modified to add 3.2.43.

NOTE: If a non-complying condition is discovered at a location where a locomotive cannot be repaired or replaced on a revenue passenger train, comply with instruction 2.1.

NOTE: As indicated by instruction 3.2.41, the Locomotive Calendar Day Air Brake Test (instruction 3.3) is part of the Locomotive Calendar Day Inspection and **MUST** be performed in addition to instruction 3.2.

NOTE: For instructions 3.2.4 through 3.2.40 and 3.2.43, any non-complying condition discovered during this inspection must be documented per instruction 3.1.15. In addition to particulars noted in instructions 3.2.4 through 3.2.40 and 3.2.43, the following must also be complied with:

- (1) Complete the non-complying tag per instruction 3.1.15,
- (2) Note defect(s) on MAP 100,
- (3) In multiple unit consists or push/pull operations, note on MAP 100 of the lead unit that a non-complying locomotive is in the consist or train.

(1) 3.2.3 Verify cutouts (switches and cocks) or enclosures for safety devices listed on MAP 100 are properly positioned and sealed:

3.2.3 is modified. It is no longer required to record the numbers on the MAP 100 form.

(2) 3.2.42 Complete a new MAP 100 to be left on each locomotive, as follows (Section 5 Tables and Forms):

3.2.42 is deleted and replaced in its entirety.

(a) MAP 100

- i. Complete the first line, Unit #.
- ii. In the “Daily Mechanical Inspection” section, enter the time completed, date, location, signature, SAP ID#, and occupation in the boxes provided after completing the inspection.
- iii. In the “Locomotive Calendar Day Air Brake Inspection” section for the CONTROLLING locomotive, check the applicable space for “F-End” or “R-End”. If the locomotive is a trailing unit, check “N/A”.
- iv. In the “Locomotive Calendar Day Air Brake Inspection” section for ALL locomotives in the consist, check the applicable “Pass”, “Fail”, or “N/A” if the ECP brake equipment has been inspected and tested.
- v. In the “Locomotive Calendar Day Air Brake Inspection” section for ALL locomotives in the consist, enter the time completed, date, location, signature, SAP ID#, and occupation in the boxes provided after completing the inspection.
- vi. From the previous MAP100, copy the date, time completed and location information from the “Supervisor/QMP/Locomotive Engineer Verifying All Work Completed and Approving Unit for Service” section to the “Previous Calendar Day Inspection” section on the top right corner of the new MAP 100. This will serve as an inspection record per 49 CFR 229.21.
- vii. In the “Supervisor/QMP/Locomotive Engineer Verifying All Work Completed and Approving Unit for Service” section, enter the time completed, date, location, signature, SAP ID#, and occupation in the boxes provided.
- viii. Enter a description of any defective or non-complying condition in the “Failure En Route / Equipment Condition” section.

(4) Contact CNOC mechanical desk at 1-800-424-0217 before going off duty to report that inspection has been performed and whether any defects were noted.

f) 3.2.43 Locomotive Fire Extinguishers.

08/05/24

AMT-3 3.2.43 is new.

- (1) Verify that each fire extinguisher is securely mounted.
- (2) Visually inspect each fire extinguisher for the following discrepancies:
 - (a) Broken seal,
 - (b) Gauge reading outside the Green Status,
 - (c) Certification Tag within 5 days of Expiration Date,
 - (d) Missing Certification Tag,
 - (e) Illegible Instructions.
- (3) Request the fire extinguisher is replaced by mechanical if any of the above discrepancies exist.

g) 3.4 Locomotives – Mechanical Department Locomotive Air Brake Daily Inspection

(1) 3.4.12 Cutouts for various safety devices and/or enclosures to such devices must be properly positioned and sealed.

3.4.12 is modified. It is no longer required to record the numbers on the MAP 100 form.

h) 3.5.1 A Locomotive Consist Air Brake Test is required when a locomotive consist changes.

06/05/23

The following is added to AMT-3 3.5.1 as paragraph C.

Prior to departure, Over-the-road lite and multiple lite locomotive movements must be tested per Locomotive Calendar Day Air Brake Test (Instruction 3.3) from the controlling locomotive and must have a completed MAP 100 and MAP 1173/10C Summary, with the "Lite Loco Move" box checked.

i) 3.6 Locomotives – Standing Locomotive Brake Test

05/02/22

The following is modified in AMT-3. 3.6.2.

3.6.2 Follow the steps in the table below to perform a Standing Locomotive Brake Test. 2.6 is replaced by 3.7.

Standing Locomotive Brake Test	
Step	Action
Automatic Brake Test	
15	Upon initial movement, perform a Locomotive Running Brake Test (Instruction 3.7).

j) 3.9 Train Brake Tests & Mechanical Inspection

05/02/22

The following is modified in AMT-3. 3.9.1 & 3.9.3. 2.19.3E is now 2.19.2E & 3.9.4D is now 3.8.4D.

(1) 3.9.1 Passenger Train Class I Brake Test / HST Departure Test

A. Class I Brake Test Requirements

3. When Class I brake test has expired proceed per instruction 2.19.2E.

(2) 3.9.3 Passenger Train Class IA Brake Test

A. Class IA Brake Test Requirements

4. When equipment will be moved between the maintenance facility and originating passenger terminal without a MAP 1173/10C Summary per Definition "Passenger Equipment" and instruction 3.8.4D.

(3) 3.9.4 Passenger Train Class II Brake Test

07/14/25

AMT-3 3.9.4 A. is modified. Exceptions for the NextGen HST are added.

A. Class II Brake Test Requirements

- 1) Whenever control stand is changed, or air brake computer is de-energized (circuit breaker turned off).
- 2) When previously tested and inspected cars/locomotives that received a Class I brake test within the previous calendar day and have not been removed from a source of compressed air for more than 4 hours are added to a passenger train.
- 3) When cars or equipment are removed from the train.
- 4) When Engineer first takes charge of train except for Face-to-Face relief.

NOTE: When any of the following occurs, it is considered FACE-TO-FACE RELIEF:

- a. When the inbound Engineer does not leave the equipment unattended and communicates with the outbound Engineer the condition of the brakes and the status (location) of the MAP 1173/10C Summary.
- b. When the inbound Conductor or Assistant Conductor does not leave the equipment unattended and communicates with the outbound Engineer the condition of the brakes and the status (location) of the MAP 1173/10C Summary.
- c. When a mechanical department employee who is a QMP or QP who participated in the required brake test does not leave the equipment unattended and communicates with the outbound Engineer the condition of the brakes and the status of the MAP 1173/10C Summary (located on the locomotive, or in possession of conductor, etc.).
- 5) When train is equipped with ECP Brake, Class II Brake Test is required to be done in ECP mode after a successful Class I Brake Test is completed in Emulation Mode.

- 6) After any emergency brake application. **Exception:** Does not apply to NGHST equipment.
- 7) Where indicated by rule or special instructions.
- 8) When control valve or brakes are cut out. **Exception:** Does not apply to NGHST equipment.
- 9) After determining cause for brake pipe continuity loss, make Class II brake test using Two-Way End-of-Train device.
- 10) Any point where a brake pipe angle cock has been turned except when performing the Two-Way-End-Of-Train device emergency function test or when adding a Back-up hose per instruction 2.17.2A. AMT-3 Page 92 of 154

NOTE: Passenger trains must not depart a terminal or yard, which is a repair point, where a Class II brake test has been performed with brakes cutout, inoperative or defective. To determine a repair point for a particular train, contact CNOC mechanical desk either directly at 1-800-424-0217 or through the train dispatcher.

(4) 3.9.4 Passenger Train Class II Brake Test

07/14/25

AMT-3 3.9.4 E. is new. Procedures for Class II Brake Test on NextGen HST is added.

E. Class II Brake Test Procedure for NextGen High Speed Trainsets (NGHST)

- 11) Engineer or QMP will activate cab. Release parking brake.
- 12) Engineer or QMP will ensure that brake pipe is fully charged
- 13) Conductor, Assistant Conductor, QP or QMP will give signal to apply air brakes.
- 14) Engineer, QP or QMP will place controller into emergency.
- 15) Conductor, Assistant Conductor, QP or QMP observes brake pipe pressure reduces on TDD of rear power car and Emergency Brake icon is displayed
- 16) Conductor, Assistant Conductor, QP or QMP will give signal to release air brakes.
- 17) Engineer or QMP will move controller to full service position and ensure that brake pipe is fully charged
- 18) Conductor, Assistant Conductor, QP or QMP observes brake pipe pressure restored 110 psi (+/- 5 psi) on TDD of rear power car and the Emergency Brake icon is extinguished.
- 19) Engineer, Conductor, Assistant Conductor, QP or QMP will ensure that two-way radio system is tested and operating.

7. 4.0 Train Control Systems Section

a) 4.1 General

09/01/25

AMT-3 4.1.3 is modified. Valid Train Control System Departure Test(s) as appropriate for the train's route are required on locomotives that lead or could lead in train control system territory.

4.1.3 Valid Train Control System Departure Test(s) as appropriate for the train's route are required on locomotives that lead or could lead in train control system territory. Test(s) will be verified by reviewing the completed MAP 100. The start date and time of the 24-hour time period will be found in the Train Control Systems section.

b) 4.1.1 Trains/Locomotives must not enter any Train Control System Territory with defective or cut-out Train Control System or "Acknowledger" unless relieved by Rule, Special Instruction, General Order, Bulletin Order, or other directive.

09/27/25

4.1.1 Note is modified. "Train Controls Cut Out" box of the "Failure En/Route/Equipment Condition" section is added.

NOTE: If the train control system was cut out due to an on-board locomotive failure in accordance with applicable operating rules, the "Failure" box in the "Train Controls Cut Out" box of the "Failure En/Route/Equipment Condition" section of the MAP 100 must be checked. If the train control system was cut out for any reason other than on-board locomotive failure, the "Temporary Operating Exception" box in the "Train Controls Cut Out" box of the "Failure En/Route/Equipment Condition" section of the MAP 100 must be checked. This includes wayside PTC equipment failure of cutting out the train control system due to a temporary suspension of PTC operating rules. All other operating rules regarding reporting a

cutout PTC system still apply. Checking the proper box will help the mechanical department to better identify the cause and may reduce the amount of time a locomotive spends at a repair facility

c) 4.2 Automatic Train Control System (ATC)

05/02/22

The following is modified in AMT-3. 4.2.3. A. 14. "Clear 160" has been added and "Intelligent" has been removed.

(1) 4.2.3 ATC (Cab Signal) Departure Test

A. ATC (Cab Signal) Daily Departure Test

14. When the least restrictive aspect ("CLEAR" on 4 ADU; "CLEAR 150" or "CLEAR 160" on 9 ADU and ADU) is displayed, cab signal audible alarm will sound, and a penalty application will occur.

The following is modified in AMT-3. 4.2.3. B. 4. "Clear 160" & 9 "ADU" has been added. Aspect/Intelligent Display Unit has been removed.

B. ATC (Cab Signal) Daily Departure Test will be considered as failed when any of the following conditions/faults are discovered during the test:

4. Test overspeed condition at "Clear 150" or "CLEAR 160" on 9 ADU and ADU does not initiate a penalty application of the brakes within 8 seconds.

(2) 4.2.4 Criteria for Determining ATC (Cab Signal) En Route Failure

09/02/24

The following instruction is revised. In C. 5. The speed is changed from 12MPH to 6MPH.

C. Speed Control Failure

- (1) Cab signal aspect allows a greater speed than aspect authorizes.
- (2) Cab signal aspect enforces a lower speed than aspect authorizes.
- (3) Overspeed indication remains illuminated and penalty application occurs on a downward change of cab signal aspect when engineer fulfills the following:
 - (a) Acknowledge within 8 seconds
 - (b) "SUPPRESSION" position of ABV handle
 - (c) Authorized speed achieved
- (4) Unrecoverable penalty brake application.
- (5) Velocity Zero (VZ) Light remains illuminated when speed is above 6 MPH.
- (6) "NO MOTION" light on HST power cars and HHP-8 locomotives remain illuminated when locomotive speed is above 3MPH.

d) 4.8.3 Reserved for future use.

09/27/25

4.8.3 is deleted and Reserved for Future Use

8. 5.0 Tables and Forms Section

09/27/25

a) Amtrak Forms

Replace the MAP 100 on page 140 of the AMT-3 with the included MAP 100, NRPC 2947 rev 08/2025 below.


MAP 100
Equipment Condition Report

UNIT # _____

EACH LOCOMOTIVE UNIT AND CAB CAR SHALL BE INSECTED IN ACCORDANCE WITH 49 CFR PART 229.21, 236.586, AND 236.587.

INSTRUCTIONS: Complete form and obtain signatures. Use reverse side for additional comments or details.
 Use separate form for each unit in consist. Original is to be retained in the locomotive's cab and a copy is to be retained at the location performing the inspection.

NOTE: Locomotives can be on either a 92-day or 184-day periodic inspection schedule. Locomotives on 184-day inspection schedule require a daily inspection by a Qualified Mechanical Inspector (QMI) at least once every 33 days. Locomotives on 92-day inspection schedule do not require QMI inspections.

Previous Calendar Day Inspection			
Date: _____			
Time Complete: _____		AM PM	
Location: _____			

Daily Mechanical Inspection			
Time Completed: _____		Date: _____	
QMP/QMI/QP Signature: _____		SAP #: _____	
Location: _____		Occupation: _____	

Locomotive Calendar Day Air Brake Inspection			
F-End ☐ Pass ☐ Fail ☐ N/A		R-End ☐ Pass ☐ Fail ☐ N/A	
ECP ☐ Pass ☐ Fail ☐ N/A			
Time Completed: _____		Date: _____	
QMP/QMI/QP Signature: _____		SAP #: _____	
Location: _____		Occupation: _____	

Train Control Tests - Daily Departure Tests - Daily Departure Test(s) Inspected in accordance with 49 CFR Part 236.586 & 236.587.											
System	Train Type	End	Pass	Fail	Penalty Brake		Electric C/O Switch		Pneumatic C/O Cock	Date	Time
ACSES	A B C D E	F-End:	☐	☐	N/A	☐ Sealed	N/A	☐ Sealed	N/A		AM PM
		R-End:	☐	☐	N/A						
Cab Signal		F-End:	☐	☐	N/A	☐ Sealed	N/A	☐ Sealed	N/A		AM PM
		R-End:	☐	☐	N/A						
ITCS			☐	☐	N/A	☐ Sealed	N/A	☐ Sealed	N/A		AM PM
IITS			☐	☐	N/A	☐ Sealed	N/A	☐ Sealed	N/A		AM PM
I-ETMS			☐	☐	N/A	☐ Sealed	N/A	☐ Sealed	N/A		AM PM

Protective Seals									
• Overspeed Selector Switch ☐ Sealed		N/A	• ATC/IITS Transfer Switch ☐ Sealed		N/A	• I-ETMS Emergency Brake ☐ Sealed		N/A	
B C CC D E			• Door Bypass F-End: ☐ Sealed		N/A	• I-ETMS Horn ☐ Sealed		N/A	
• Alertor Electric: ☐ Sealed		N/A	R-End: ☐ Sealed		N/A	• Mult. Penalty Brake Device ☐ Sealed		N/A	
Pneumatic: ☐ Sealed		N/A	• Event Recorder ☐ Sealed		N/A	• Speed Control ☐ Sealed		N/A	
• SPTS By-Pass ☐ Sealed		N/A	• ADU (Amtrak) Territory ☐ Sealed		N/A	• Speedometer OS ☐ Sealed		N/A	
• Auto/Amtrak/MNRR ☐ Sealed		N/A	Switch						
Time Completed: _____			Date: _____			Location: _____			
QMP/QMI/QP Signature: _____			SAP #: _____			Occupation: _____			

Supervisor/QMP/Locomotive Engineer Verifying All Work Completed and Approving Unit for Service			
Time Completed: _____		Date: _____	
Supervisor/QMP/Locomotive Engineer Signature: _____		SAP #: _____	
Location: _____		Occupation: _____	

The Daily Mechanical Inspection, Locomotive Calendar Day Air Brake Test, and Train Control Systems Daily Departure Tests are not considered complete the supervisor/QMP/locomotive engineer approves and signs this form. This timestamp will start the clock for the locomotive's mechanical inspections.

Failure En Route/Equipment Condition				Engineer Initials		Repaired By (SAP #)	
Train Controls ☐ Cut Out ☐ Failure ☐ Temporary Operating Exception							
Locomotive Engineer Signature	Location	Date	Time	Locomotive Engineer Signature	Location	Date	Time
			AM PM				AM PM
			AM PM				AM PM
			AM PM				AM PM

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9. MS 2.0 Passenger Car Tread Brake Unit Slack Adjuster Inspection Procedure 05/02/22

The following is modified in AMT-3. MS2.3 The reference to the instruction 3.5 is replaced with 2.14.

- (1) MS 2.3 Secure equipment per instruction 2.14 before going under or fouling car and then release the handbrake. Ensure brakes are released.

10. MS 3.0 Locomotive Air Brake Pressures 04/01/24

The table is updated to reflect additional equipment. GP38-3 is added.

Locomotive Air Brake Pressure Chart	
Independent Brake	Pressure
#24 and #26 Brake Equipment with J-1 Relay	45
HHP-8, HHPc, HST Power Cars, GP Locomotives, DASH-8, Genesis Series, NPCU Cab Car	72

ACS-64, SC-44, ALC-42		70-75
New Acela		
Parking Brake		Pressure
DASH-8, P32ACDM		100
Capitoliner Cab Car (9600 Series)		52-56
New Acela		
Service Brake Cylinder		Pressure
DASH-8, P32ACDM		58-62
26L and 26LIC Brake Equipment		58-62
HHP-8, HHPc, HST Power Cars		58-62
ACS-64, SC-44, ALC-42, GP38-3		62-70
Capitoliner Cab Cars (9600 Series)		36-42
NPCU Cab Cars ("Cabbage Cars")		46-48
New Acela		
Emergency Brake Cylinder		Pressure
DASH-8, P32ACDM Locomotives		88-94
26L Brake Equipment: 110 psi Brake Pipe or 130 – 140 psi Auxiliary reservoir.		88-94
26L Brake Equipment: 90 psi Brake Pipe with Brake Pipe Fed (90 psi) Auxiliary Reservoir.		84-86
26LIC Brake Equipment		72-76
HHP-8, HHPc, HST Power Cars		69-71
ACS-64, SC-44, ALC-42		74-82
Capitoliner Cab Cars (9600 Series)		45-50
NPCU Cab Cars ("Cabbage Cars")		68-70
New Acela		
Safety Valves	Location	Pressure
Control & Distributing Valves	Control Valve	60
Locomotive Main Reservoir / Tier I Equipment	Under Loco with Main Reservoir piping / Equipment Room	150-155
Locomotive Main Reservoir / Tier II (HST) Equipment	Equipment Room	160
Locomotive Air Compressor Intercooler	On Locomotive Compressor	65
Discharge Pipe (where equipped)	On Locomotive Compressor	185
Dead Engine Feature - Service Portion must be in Direct Release		Pressure Settings
26L Equipment		25 psi
DASH-8, Genesis		45 psi

HHP-8, HHPc, HST Power Cars	45 psi (adjustable).
ACS-64, SC-44, ALC-42, GP38-3	84 psi
Capitoliner Cab Cars (9600 Series)	40 psi
New Acela	
Location of Dead Engine Cutout Cocks	
GP-38, DASH-8, NPCU Cab Car, Switcher Type Locomotives are located under the floor of the cab on engineer's side. Access from outside panel (engineer's side).	
Genesis Locomotives are located under the floor panel behind the engineer's seat. Access is through floor or outside panel (engineer's side).	
ACS-64, SC-44, ALC-42, HHP-8, HHPc, HST Power Cars, New Acela and 9600 Series Cab Cars are located in the equipment room on the air rack.	
NOTE: Dead Engine feature on 9600 Series Cab Car is in the air brake enclosure in the coach area.	

a) MS 6.2 Periodic Brake Maintenance Requirements for Equipment in Freight or Non-Passenger Service

07/04/22

The following is modified in AMT-3. MS6.2: 3.5 is replaced by 2.14.

(1) MS 6.2.1. D. 2. Secure Equipment per Instruction 2.14.

D. 37-S1. Speed Table

11/03/25

37-S1 is modified. Trains operating at 155 MPH and 160 MPH are added.

TIME PER MILE		MILES PER HOUR
MINS.	SECS.	
0	22.5	160
0	23.3	155

E. 37-S5. Engines & Equipment: Maximum Speeds, Unless Otherwise Restricted; Dimensions

11/03/25

37-S5 is modified. GP38-2 2048 is added to CSO/NECR Engines. GP 39-2 2323 is added.

1. Speed - Maximum and Various: P&W Engines

GP 39-2 2323 is added.

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lit e	Mlt p. Lite	With Train			
P&W							
2323	GP39-2	30	50	65	4	E	C

2. Speed - Maximum and Various: CSO/NECR Engines

GP38-2 2048 is added to CSO/NECR Engines.

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lit e	Mlt p. Lite	With Train			
CSO/NECR							
CSO 2011, NECR 2048	GP38-2	30	50	65	4	E	A

133-S1 is revised. "A non-shunting barricade may be used in lieu of a shunting barricade; shunting or non-shunting barricades are not required." "Work is performed exclusively with" is expanded.

Upon receiving an Out-of-Service authority and before any work begins, the RWIC must ensure that Shunting Barricades are installed, and confirm with the Dispatcher that Track Occupancy Lights (TOLs) are displayed at each end of the work area of the track(s) to be fouled by roadway workers or On-Track Equipment. Except:

2. Non-Shunting Barricades may be used in lieu of Shunting Barricades if:

- A portion of the track to be removed from service is within interlocking limits, and a shunting barricade would interfere with the movement of trains outside of the working limits.

Or

- When the use of a Shunting Barricade would impede conducting maintenance, testing, and inspection of signals, switches, or movable bridges.

3. Shunting or Non-Shunting Barricades are not required if:

- The fouling activity consists solely of walking or moving inspections.

Or

- The fouling activity consists solely of on-track equipment traveling to or from a work area.

Or

- Work is performed exclusively with Work Trains, MDZ (coupled or separated), Track Laying Machine (TLM), 08-Unimat Switch Tampers, 09-4S Combo Tampers, Ballast Management System (BMS), Plasser Undercutters, Sperry Cars, Catenary Maintenance Car (MTW-100), Switch Exchange System (SES), Rail Grinding Trains, MPMV (coupled or separated), Brandt Truck (with or without cars), MMU-1000 (coupled together with the material car and working car), TSAV, ATIV, CSXT GRMS 1&2, and/or NJT-TGIV.

ACSES SPEED TABLE

Movement Under Rule:	261/251	562	563
Failed or Fault ACSES with operative Cab Signals (ATC)	79 MPH	79 MPH	N/A
Failed Cab Signal (ATC) with operative (not failed) ACSES	554 - 40 MPH If authorized to operate according to 556 by the Train Dispatcher – 59 MPH - Psgr. 49 MPH - Frt. 40 MPH -Transporting PIH	Restricted Speed, unless governed by a “Clear to Next Interlocking” Signal (280a) 59 MPH - Psgr. 49 MPH - Frt. 40 MPH - Transporting PIH	Restricted speed, unless governed by Form D Line 13 Authorizing 563 – 59 MPH – Psgr. 49 MPH – Frt. 40 MPH - Transporting PIH
Failed ACSES with Failed Cab Signals (ATC)	554 - 40 MPH If authorized to operate according to 556 by the Train Dispatcher – 59 MPH - Psgr. 49 MPH - Frt. 40 MPH -Transporting PIH	Restricted Speed, unless governed by a “Clear to Next Interlocking” Signal (280a) 59 MPH - Psgr. 49 MPH - Frt. 40 MPH - Transporting PIH	Restricted speed, unless governed by Form D Line 13 Authorizing 563 – 40 MPH 30 MPH - Transporting PIH
Construction Zone (ACSES only)			
Operative CSS		79 MPH	
Inoperative CSS		59 MPH – Psgr. 49 MPH – Frt. 40 MPH – Transporting PIH	
DCS Territory			
Operative ACSES		59 MPH - Psgr. 49 MPH - Frt.	
Failed ACSES		40 MPH 30 MPH - Transporting PIH	

FAILURE OF CAB SIGNALS, INOPERATIVE I-ETMS, OR BOTH.

Movement Under Rule:	261/251	562	563
Inoperative I-ETMS with operative Cab Signals (ATC)	79 MPH	79 MPH	N/A
Inoperative I-ETMS with Inoperative Cab Signals (ATC) NOTE: Trains operating with I-ETMS that experience a cab signal, ATC, Speed Control, or LSL failure en-route must consider I-ETMS to be inoperative and proceed in accordance with SI 592-S2.	554 - 40 MPH If authorized to operate according to 556 by the Train Dispatcher – 59 MPH - Psgr. 49 MPH - Frt. 40 MPH - Transporting PIH	Restricted Speed, unless governed by a “Clear to Next Interlocking” Signal (280a) 59 MPH - Psgr. 49 MPH - Frt. 40 MPH Transporting PIH	Restricted speed, unless governed by Form D Line 13 Authorizing 563 - 40 MPH 30 MPH - Transporting PIH
Construction Zone (ACSES only)			
Operative CSS		79 MPH	
Inoperative CSS		59 MPH – Psgr. 49 MPH – Frt. 40 MPH – Transporting PIH	
DCS Territory			
I-ETMS will not be operative when operating in DCS Territory.		40 MPH 30 MPH - Transporting PIH	

Q&A for Guidance	
Question	ACSES enforces an incorrect speed resulting in a penalty brake application. Is this an ACSES failure under NORAC rule 585?
Answer	No, if ACSES can recover from the penalty and does not prevent movement of the train, ACSES should remain cut in. If ACSES displays an incorrect speed for 3 consecutive miles, the engineer will consider ACSES as failed & cut it out.
Question	ACSES enforces a positive stop at other than a stop signal. Is this an ACSES failure under NORAC rule 585?
Answer	No, train crews should operate according to NORAC Rule 583 and Amtrak special instruction 583-S1. If the stop release button is used after receiving permission from the train dispatcher in accordance with NORAC rule 583 and SI 583-S1 and the train will still not move, the crew can consider ACSES as failed (preventing the movement of the train) and cut it out. Operate according to failure rules. If ACSES enforces a positive stop at a signal other than Stop at 2 consecutive interlockings/CPs (not 2 or more signals within the same interlocking), the engineer will declare a failure and operate according to NORAC 585.
Question	The ACSES track speed indicator displays and enforces a speed LOWER than Normal Speed for multiple miles. Is this considered an ACSES failure?
Answer	Yes, If ACSES displays an incorrect track speed (higher or lower) for 3 consecutive miles, this will be considered an ACSES failure (Rule 585-S1 is updated to reflect the answer to this question).
Question	The train strikes an object. After stopping and inspecting the equipment, the ACSES junction box is visibly damaged. How does the train crew operate?
Answer	If the ACSES junction box is visibly damaged, the engineer will consider it a failure and will operate in accordance with NORAC rule 585: "Damage occurs to any part of the ACSES apparatus," has been added to 585-S1 above.
Question	When equipped, the "ACSES Cut Out" light is flashing on the ADU:
Answer	If a penalty brake application occurs, the engineer will cut out ACSES and operate according to failure rules If the light is flashing and penalty brake application does not occur, continue to operate according to track and signal speeds If the light is flashing and "(-)" displays operate according to 585-S5 – Fault Rules
Question	The locomotive is NOT equipped with the Amtrak/Metro-North territory switch and has failed to change over to the appropriate cab signal for the territory I'm traversing. Is this a failure of the cab signals or ACSES?
Answer	This is not considered a failure. For units not equipped with the switch, the Metro-North cab signal aspects are considered a conformity under SI 279-S6 (Updated in the BO), and Amtrak speed limits will be enforced by ATC.
Question	The train has a positive stop displayed on the ADU, which resulted in a penalty application of the brakes. The train did not shove past a controlled signal or receive Rule 241 permission. The next governing signal is displayed but not in visual range to confirm if the next signal is "other than Stop Signal". Can the Stop Release Button be used?
Answer	If the dispatcher can determine the signal is displayed on their model board, the Stop and Release Button can be used in accordance with NORAC Rule 583, System Special Instruction 583-S1.
Question	ACSES is enforcing a positive stop at a signal that I cannot see. The dispatcher reports that the signal cannot be displayed and will give us verbal permission by the signal under rule 241. However, the train is not stopped at the signal and cannot verify what the signal is displaying (which conflicts with the portion of rule 241 that states the train must be stopped at the signal). What is the proper course of action?
Answer	If the dispatcher cannot display the signal, even though the signal cannot be seen by the train crew, the dispatcher can give rule 241, and the train crew is allowed to accept rule 241 authority and use the stop and release button in accordance with NORAC Rule 583, System Special Instruction 583-S1. The Dispatcher and train crew must follow all other requirements in accordance with 241. If a train is stopped in the PTS zone and a signal can be displayed, the dispatcher must not give the train authority to use the stop and release button. After the signal is displayed, the train should be able to transition out of positive stop and release the brakes without the use of the Stop Release Button.

Question	The train enters ACSES territory, and the missing transponder symbol is displayed. In fact, the missing transponders symbol is displayed for the entire trip. Will the train operate according to signal indication and track speed limits not exceeding 79 MPH for the entire trip?
Answer	If the train enters ACSES territory while the missing transponder symbol (" - ") is displayed, the train crew must leave ACSES cut in and must operate in accordance with track and signal speed limits not exceeding 79 MPH (582-S2). 582-S2 has been revised to reflect the speed change above in this Bulletin Order.
Question	The train has the "No Valid TSR DATA Light" illuminated, and the Missing Transponder Symbol is alternating with an incorrect permanent track speed. If this condition continues for less than three consecutive miles, will it be considered an ACSES fault?
Answer	"No Valid TSR DATA" Light is considered a Fault; train must proceed not exceeding 79 MPH. In addition, the train must operate according to the most restrictive permanent track speed due to the speed not conforming. In this scenario, if the nonconformity last for less than 3 miles, no failure is declared. The train may continue operating not exceeding 79 MPH until a valid TSR list is received.
Question	If the above scenario continues for more than three consecutive miles, is this considered an ACSES failure under SI-585 S1?
Answer	"No Valid TSR DATA" Light is considered a Fault; train must proceed not exceeding 79 MPH. In addition, the train must operate according to the most restrictive permanent track speed due to the speed not conforming. In this scenario, since the permanent track speeds do not conform after 3 miles, it must be declared an ACSES Failure.
Question	The engine has speed control (ATC) failure, but I have NOT cut out the cab signals. I will be entering 562 territory, with a Clear to The Next Interlocking Signal displayed. The ACSES is cut in and functioning. What speed is authorized to the next signal?
Answer	Depending on the type of equipment, it may or may not be possible to cut out ATC while Cab signals remain operative. Anytime ATC is cut out, the maximum speed for the train is 59 MPH Psgr. 49 MPH Frt. and 40 MPH PIH
Question	The engine has speed control failure (ATC), but I have NOT cut out the cab signals. I have stopped in 562 territory and declared speed control failure. ACSES is cut in and functioning. What speed is authorized WITHOUT being governed by Rule 563 or a Clear to The Next Interlocking Signal?
Answer	If ATC fails in the middle of a block in 562 territory and it is possible to cut out ATC without also cutting out cab signals, NORAC rule 562 D applies, which will restrict the train to not exceeding 40 MPH even though ACSES is still operative.
Question	The engine has speed control failure (ATC), but I have NOT cut out the cab signals. I have stopped in 562 territory and declared speed control (ATC) failure. ACSES is cut out. What speed is authorized WITHOUT being governed by Rule 563 or a Clear to The Next Interlocking Signal?
Answer	If ATC fails in the middle of a block in 562 territory and it is possible to cut out ATC without cutting out cab signals, NORAC rule 562 D applies, which will restrict the train to not exceed 40 MPH.
Question	What is an "Amtrak Designated PTC Repair Location"?
Answer	An Amtrak Designated PTC Repair Location is a specific station or facility with mechanical personnel qualified to make PTC system repairs when the PTC onboard system has become defective or failed on General Order identified Amtrak trains numbers or services. In addition, Amtrak Designated PTC Repair Locations are stations or facilities where Amtrak is required by regulation to replace a defective controlling locomotive on General Order identified Amtrak trains numbers or services if PTC repairs are unable to correct the defective or failed PTC onboard system.
Question	What is considered an "Initial Terminal" when referring to PTC initialization failures, defective or failed PTC onboard systems?
Answer	The definition of an initial terminal for PTC regulatory compliance differs from the definition of an initial terminal in AMT-3. An initial terminal is the starting point of a locomotive for a trip. A trip is a movement of a locomotive over all or any portion of PTC territory for that locomotive between terminals in one direction. A locomotive that encounters an initialization failure, defective or failed PTC onboard system at an initial terminal must not depart the initial terminal location.
Question	What if the train consist is a "push-pull train" and the PTC fails to initialize on the return trip?
Answer	An initial terminal is the trip starting point of a locomotive in one direction. You must not depart the location for the return trip with a PTC initialization failure from the locomotive, cab car, or NPCU.

Question	What if the train experiences an I-ETMS initialization failure at an initial terminal location that is in an overbuild or tunnel that prohibits PTC system communication?
Answer	The train is not permitted to depart the initial terminal until the I-ETMS system is initialized or the train dispatcher permits movement to a location within the initial terminal to improve PTC system communication

XI. PTC Rule Review for Locomotive PTC Failure Handling -FAQs

12/06/21

Q&A for Guidance	
Question	The train is in transit to a location when the controlling locomotive's PTC system fails and becomes defective. The arriving location has mechanical personnel and is an initial terminal location for some trains, but not all trains. The location is not an "Amtrak Designated Repair Location." The locomotive will turn as the lead unit on a train that will not receive mechanical inspections. Can the train depart the location?
Answer	Yes, but only after the following is determined: Troubleshooting will not restore the locomotive PTC system to an operative condition. A determination is made by the CNOC Operations/Mechanical Desks that a protect or replacement locomotive is not available. The initial terminal location and train is not listed in the above table: Train Departure with Defective or Failed Onboard PTC System.
Question	The train is in transit to a location when the locomotive PTC system fails and becomes defective. While en route, the train will operate past an "Amtrak Designated PTC Repair Location." Would the train be permitted to advance beyond the repair location?
Answer	Yes, but only after the following is determined: The Amtrak Designated Repair Location is not assigned to repair or replace locomotives of the service type in which the failure occurred. Troubleshooting will not restore the locomotive PTC system to an operative condition. A determination is made by the CNOC Operations/Mechanical Desks that a protect or replacement locomotive is not available.
Question	What are examples of a "failed or defective" locomotive PTC system?
Answer	The locomotive onboard PTC display, audible feature, or TMC/OBC components are physically damaged or defective preventing proper locomotive system operation. The locomotive onboard PTC system is in a failure condition or "Failed State" that requires the PTC system circuit breakers, pushbuttons, and/or pneumatic switches to be placed in the "Cut-Out" position to permit train movement. The locomotive onboard PTC system is unable to pass a system departure test. A valid MAP 100 (MARC ECR 100) on controlling locomotive indicates that the locomotive PTC system is Cut-Out, defective, or failed.
Question	What is an "Initialization Failure"?
Answer	Failure of the locomotive onboard PTC system departure test process. Any time the I-ETMS locomotive onboard subsystem initialization process does not complete (system does not transition to Disengaged state) Any time the I-ETMS locomotive onboard subsystem initialization process is not attempted by the Locomotive Engineer. The locomotive onboard PTC system has a pre-existing PTC-related defect which prevents initialization or will result in onboard subsystem departure test failure
Question	The train arrives at a passenger station that is in the same city as an "Amtrak Designated PTC Repair Location" (i.e., NYP, RGH, OKJ, EMY, LAX). Immediately upon arrival, the controlling locomotive experiences an onboard PTC failure. Would the train be permitted to advance from the passenger station location?
Answer	Yes, but only after the following is determined: The passenger station is not an Amtrak designated PTC Repair Location listed in the above table: Train Departure with Defective or Failed Onboard PTC System that is assigned to repair or replace locomotives of the service type in which the failure occurred. Troubleshooting will not restore the locomotive PTC system to an operative condition. A determination is made by the CNOC Operations/Mechanical Desks that a protect or replacement locomotive is not available.
Question	The train or locomotive physically enters an "Amtrak Designated PTC Repair Location" that is identified as a yard or maintenance facility (i.e., L.A. 8th Street Yard, N.Y. Sunnyside Yard, Oakland Maintenance Facility) but is not scheduled to receive mechanical inspection. The yard or maintenance facility has mechanical personnel who regularly perform maintenance and inspections on the controlling locomotive service type. Prior to arrival at the yard or maintenance facility location, the controlling locomotive experiences an onboard PTC failure. Would the train be permitted to depart the Amtrak Designated PTC Repair Location with a failed or defective controlling locomotive PTC system?
Answer	No, the controlling locomotive must be repaired or replaced at the Amtrak Designated PTC Repair Location. If a train physically enters an Amtrak Designated PTC Repair Location that is a yard or maintenance facility, the PTC system on a controlling locomotive must not be defective or failed when the train or locomotive departs the yard or maintenance facility location.

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